













**SAN FRANCISCO AGENCIES**

THE POLICY OF THE REPUBLICAN  
PARTY TOWARD THE SOUTH.

Let us hope that the men who propose change of local policy at the South do not mean the continuance of the wrongs to

DO WE WANT HAYTI?

The population is about 578,000, but there are very few white inhabitants in that enumeration. Of the others 90 per cent. are blacks, and 10 per cent. mulattoes. The debt of the Republic is \$13,500,000; the annual expenditure between four and five millions of dollars. For the last three years the financial condition of the Government has very much improved under judicious management by the Minister of Finance. In 1886 the Haytian imports

**NEW PUBLICATIONS.**

The J. Dewing Company, of San Francisco, have agents in the field presenting the Memoirs of Lieutenant-General P. H. Sheridan, as from the press of Charles L. Webster & Co., New York, and it is in two volumes, royal octavo. Each volume contains 500 pages with twenty-six maps, two steel-plate engravings of Sheridan and twenty-two of his contemporaries and associates. The work is finely printed on heavy, cream-tinted paper, in large, clear type. It is guaranteed that it will be sold by subscription only. About the heroes of a nation, the great men of the past, the great leaders. These stand in all countries at the head of the galaxy of warriors the genius of the people develops. In the United States, outside of the revolutionary war, the only man of the century is General Sheridan. Of these three, the most of romance attaches to the career of General P.

"The Merchant Traveler" is the name of a journal published in New York, and is said to be the only paper published weekly and devoted entirely to the drummer class in the United States. It is issued in large quarto form, with sixteen pages, and is spicy and bright with stories, incidents and witticisms.

From Samuel Carson & Co., San Francisco, we have "Little Miss Woezy's Brother." (Lee & Shephard, Boston, \$1.) It is by Penn Shirley, and is for children who are yet reading in the lower school grades, and is adapted to their understanding.

At Butte, M. T., on Thursday, Tom Barry, a light weight, knocked out Billy Lynn.

This is a lot of Milliner's Ribbons  
that are generally retailed for  
from 50 cents to \$1 25 a yard.

**RIBBON DAY:**  
**IBBON DAY:**

—||—  
GREAT AMERICAN IMPORTING TEA CO. } 617 J St. (between Sixth and  
Seventh) St. N. W. Wash. D. C.















## LITERALLY THE STAFF OF LIFE.

Another greatly superior quality possessed by the Royal Baking Powder is that by which the preservation of important elements of the flour is effected in raising the bread by the mechanical operation of the gas, without fermentation.

Yeast, and all baking powders that produce the leavening gas by fermentation, as is well known, destroy a portion of the nutritive elements of the flour, and particularly those which are the most healthful and the greatest aids to a perfect assimilation of the food.

The Royal Baking Powder, while perfectly leavening, retains without change or impairment all those elements which were intended by nature, when combined in our bread, to make it literally the "staff of life."

No leavening agent or baking powder, except the Royal Baking Powder, possesses these great qualifications.

## Values in Dress Patterns

Can be found on our Counters. We are now selling the bulk of

### DRESS GOODS

Now worn in Sacramento. The Reasons are: OUR PRICES AND IMMENSE VALUES.

This Afternoon at 3 o'clock: Ladies' Fancy Colored Border HANDKERCHIEFS Cut to THREE CENTS EACH.

### RUBBER GOODS:

For Everybody can be found at our Stores. Examine our Values.

**FARMERS' AND MECHANICS' STORE,**  
B. S. ELKUS, Proprietor,  
922 and 924 J street (opposite the Plaza).

#### COMPARATIVE WEATHER TABLE FOR OCTOBER FROM 1880 TO 1888.

The normal temperature for this month, as obtained from a record of thirty-five years past, was 62.5°, while the average for October, 1888, was 64.2°, being about 1.7° warmer than the average of many years. The normal precipitation for this month, as deduced from a record of thirty-nine years, was .59 of an inch. The month under discussion gave no precipitation, being therefore .59 of an inch below the normal precipitation of many years. The other meteorological features of this month were about normal in their general tendency, etc. Following this table will be found the record of several voluntary observers scattered over a greater portion of the State.

	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.
Mean barometer.....	30.02	30.03	30.02	30.00	29.99	29.95	30.02	29.96	29.93
Mean temperature.....	62.1	66.8	68.4	68.2	69.9	64.3	67.1	66.5	64.2
Mean humidity.....	54.3	62.6	72.5	71.2	71.2	62.3	69.7	66.0	62.0
Mean dew point.....	42.2	48.7	50.9	49.8	49.1	46.2	47.6	45.8	43.8
Highest temperature.....	80.9	81.0	86.8	81.0	80.5	80.0	82.0	81.5	79.5
Lowest temperature.....	45.0	36.4	38.8	42.2	42.0	40.0	38.5	42.0	40.0
Total rainfall.....	N	3.5	2.3	3.8	S. E. N.	N. W.	N. W.	N. W.	None.
Prevailing wind.....	N	S. W.	S. E.	S. E.	S. E.	S. W.	N. W.	N. W.	N. W.
Maximum velocity.....	15	19	28	21	20	18	17	33	35
Direction at time.....									
Monthly velocity.....	S. W. N. W.	S. W. N. W.	S. E. S. E.	S. E. S. E.	S. W. N. W.	S. W. N. W.	S. W. N. W.	S. W. N. W.	S. W. N. W.
Monthly precipitation.....	3.556	4.588	3.007	3.898	3.495	3.761	3.383	4.624	4.682
Clear days.....	20	20	19	19	20	20	20	22	22
Fair days.....	7	8	10	9	9	9	9	9	9
Cloudy days.....	7	8	10	9	9	9	9	9	9
Days rain fell.....	3	7	7	8	5	3	5	9	0
Days max. temp. above 90°.....	0	0	0	0	0	4	0	8	1

Summary for October, 1888.—Average temperature at 5 A. M., 53.9°; 5 P. M., 73°. Average velocity of the wind and direction at 5 A. M., southeast, 5 miles; 5 P. M., south, 7 miles. One solar halo on 20th. The first light frost on the 26th, and one on the 31st. The following data are from various points in the State.

Iowa Hill, Placer county.—C. F. Macy, Observer, reports no rainfall. Mean temperature at 7 A. M., 48.3°; 7 P. M., 78.2°; 5 P. M., 60.9°; average for the month, 63.5°. Twenty-seven clear days and four fair ones.

Georgetown.—C. M. Fitzgerald, Observer, reports frost, light frost, on 7th, and a sprinkle of rain on the 26th. Highest and lowest temperature, 84° and 44°; mean 62°. Clear days, 30; fair, 4, and cloudy, 1. Light frosts, 2.

Wheatland.—William Lumbard, Observer, reports highest and lowest barometer 30.14 and 29.72 inches; mean, 29.97; highest and lowest temperature, 89° and 45°; average, 66.1°. Clear days, 30; fair, 1; cloudy, 1. Light frosts, 2.

Oakland.—J. H. Trembley, M. D., Observer, reports mean monthly temperature, 60.2; maximum and minimum temperature, 87° and 40° respectively; mean of the maximum and minimum temperature, 63.7; highest and lowest temperature, 89° and 45°; Clear days, 30; fair, 1; cloudy, 1. Prevailing direction of wind, southerly.

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### EUROPEAN RAILROADING.

A WRITER COMPARES IT WITH THAT OF AMERICA.

Comfortable Trips by Rail Between Old World Capitals and Cities.—Red Tapeism—Etc.

Blakeley Hall, writing upon railroads in Europe, and comparing them and their management with the railway service in this country, says:

The man who finds fault with railroad travel in America would be reduced to a chronic and painful condition of dejection on the other side of the water. The discomforts of life on a continental railway are almost inconceivable. The two great cities of Berlin and Vienna, for instance, are connected by a car service that would disgrace the most comfortable of our Southern railroads. On one occasion I took the trip in winter, and it haunts me like a nightmare. We left Berlin at 5 o'clock in the evening for Vienna, and the train was headed by a patent arrangement that is very highly thought of on the other side. It is neither an engine nor an elaborate scheme. The seats run crosswise, and at the end of each seat on the outside of the car is a little door. Whenever it suits the fancy of the railroad officials they yank open this door and push a long can of boiling water under the seat, lock the door again, and rest in the serene consciousness that the inmates of the compartment are in a state of beatific comfort. The hot water heats the compartment in a very short time, but the heat is of a very disagreeable nature. Everything smells musty and close. The carriages are so low that it is often impossible to get one's feet up without removing your hat, and there is no ventilation except by lowering one of the windows. On this occasion the thermometer outside was very low and going lower; there was a gale blowing, and the opening windows resulted in a sudden and profound drop in the temperature, a cold in the head, and considerable water in the compartment. The noise of shoveling the cans under the seats was like the discharge of artillery. The arms of the seats were high, so that one could not lie down, and the compartments were too narrow to admit of stretching the legs across.

Another unfortunate and myself spent fifteen hours in this torture and decided for American roads. There was no chance of getting anything to eat on the route. At short intervals the hot cans were shoved in, and then we would sit there and sweated for a half an hour, and then the covers, coats, and the windows and get some fresh air into the compartment. At 4 o'clock in the morning the guards waked us to partake of coffee and a slice of cake. It was unquestionably the vilest mixture I had ever touched. At nine o'clock we arrived in Vienna, and waited around in a dreary station for an hour, until our luggage had been searched. Nobody hurried because the railroads were run by Government officials, who are appointed for life and who had no possible interest in pleasing the public. People travel in the most wretched accommodation should be maintained between two cities of such importance as Vienna and Berlin; and yet the condition is no better between Berlin and London. I have tried to explain our system of vestibule trains to foreigners, but when I told them that we had bath smoking compartments, observation cars, libraries, dining-rooms, and the like on wheels, they not only did not think it was so, but they placidly dismissed it as being too utterly absurd for a second thought. Berlin and London are two of the greatest cities in the world. The quickest time that is made between them is twenty-six hours, and this is by no means a sure thing. The trip is replete with horrors and discomforts.

There is so much militarism in Germany that trains and railroads are managed to a point bordering on intolerance. Even the engineers are in uniform; all of the train hands are soldiers; every station has a Captain and subordinates; there are uniforms for all employees, and there is more saluting and drawing up in line and ceremony performed at the arrival and departure of a railroad train than there is at the election of a President with us. All this sort of nonsense takes time. The German trains spend seven minutes at a station, whereas an American train would tardy for less than half a minute. Even the express trains stop at an unconceivable number of places, and the result is that the time is eaten up with seven and ten minute stops until the head is weary and the heart grows sick.

A tremendous innovation was made last winter by the German roads in putting an eating car on their line. It is a wretched little box of a car, with half-cooked food and an ample plenitude of dirt. But the entire German press reached a point bordering on ecstasy over it. They conceived it to be the most magnificent improvement in railroad travel extant. It ran only for an hour on the road, and the rest of the day one was obliged to put in in a condition of hunger or buy sausages and watery beer along the route.

The French roads do not differ materially from the German, except that the food is better at the wayside stations, and one may, by paying an exorbitant price, secure the privilege of a coupe lit. This is a long bench, the bottom of which pulls out and forms a back-breaking substitute for a couch. It is about five and a half feet long and is used by the United States government. It is used by the heads of the great Universities as the student body of a university. Even the French roads do not differ materially from the German, except that the food is better at the wayside stations, and one may, by paying an exorbitant price, secure the privilege of a coupe lit. This is a long bench, the bottom of which pulls out and forms a back-breaking substitute for a couch. It is about five and a half feet long and is used by the United States government. It is used by the heads of the great Universities as the student body of a university. 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